

STEAM SHUT OFF VIEW OF WISKAR'S TRAIN BEFORE ACCIDENT; EVENING WORLD PLANS TO MAKE THE TUNNEL SAFE.

The Engineer and Conductor of Wrecked Train Tell Coroner's Jury They Could Not See.

Engineer Wiskar's statement that steam obscured the lights in the tunnel was corroborated in a remarkable way this afternoon just before the Coroner's Jury adjourned until 10 o'clock Monday morning.

Conductor Dyas of the train into which Wiskar's engine crashed, said the volume of steam was so great he could not see the end of his own train. He has often noticed that the signal lights were obscured in the tunnel.

Brakeman Barnum told the jury he went back to give warning to any approaching train.

On account of steam and smoke he was unable to see the Harlem train until Wiskar's engine ran crashing by at the rate of thirty-five miles an hour.

Earlier in the day General Manager Franklin had been forced to admit that engineers frequently ignore danger signals in the tunnel and that the only punishment for their violations of the rules has been a reprimand.

Members of the jury and others were interested in The Evening World's plan to make the tunnel safe at once. Under this plan the entire tunnel would be made a single block of the signal system now in use and only one train would be allowed on any one track in the subway at any one time.

Mr. Moss made another effort to examine Franklin as Wiskar's attorney and stirred up Mr. Jerome to such an extent that the Prosecutor made a strenuous protest. In the end Mr. Moss was ruled out.

John Dyas, the conductor of the New Haven, told this story:

"I got off the car and saw my brakeman go back with his lantern. I told my engineer called to me to look out, but there was a train coming on the north track. Previous to this a train had passed on track No. 1."

"This fitted the count with steam, and when I looked back I could not see the end of my train. Just then the semaphore light flashed red. We started. We went about a hundred feet when I felt the shock. Then there was a second shock."

"There was now important testimony for Wiskar, backing up his contention that the tunnel was full of steam."

"Have you observed lights in the tunnel before?"

"Often. When I have been in the tunnel, I have noticed that the steam lights were often obscured."

"There has been general complaint among railroad men regarding this obscuring of lights, hasn't there?"

"Yes, sir."

"Engineer Dyas, you said you did not see the end of your train. Did you see the signal light?"

"No, sir. I did not see the signal light. I saw the semaphore light. It flashed red. We started. We went about a hundred feet when I felt the shock. Then there was a second shock."

"You said you saw the semaphore light. Did you see the signal light?"

"No, sir. I did not see the signal light. I saw the semaphore light. It flashed red. We started. We went about a hundred feet when I felt the shock. Then there was a second shock."

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The Evening World's plan to end the tunnel nuisance has my indorsement. It is the only feasible idea I have seen for immediate relief. I do not know how far my power in suggesting remedies for nuisances goes, but I shall present this idea to the Board of Health at the meeting next Wednesday and ask for consideration of it without delay.

—Dr. E. J. LEDERLE, President of the Board of Health.

Approximately thirty-five miles an hour.

"Is your judgment to accurate that you would be willing to swear that the train was going more than thirty miles an hour?"

"It is. I would swear that."

Henry Emden, tower man for twenty-seven years in the Grand Central depot, was the next witness. He was asked to identify time sheets which came from the various towers. They showed the time of the New Haven train passing the tower at Fifty-ninth street, which followed Emden and gave practically the same testimony.

ONE SIGNAL BLOCK FOR THE TUNNEL.

Evening World's Plan for Making Wreck Horrors Almost Impossible.

The Evening World herewith presents a simple, practicable, inexpensive plan by which the New York Central tunnel can be made safe AT ONCE. Here is the plan:

- 1.—Make the entire tunnel a single block of the block signal system now in use.
- 2.—Allow but one train on any one track in the tunnel at one time.

For this plan The Evening World claims these advantages:

- 1.—The danger of collision in the tunnel will be eliminated.
- 2.—The smoke nuisance and gas nuisance will be greatly diminished.
- 3.—It will no longer be necessary to hold trains in the stifling atmosphere of the tunnel to allow trains ahead to get out of the way.
- 4.—Trains in the tunnel can be run at higher speed.
- 5.—With a properly arranged time table traffic will be facilitated.
- 6.—The plan will do away with signals in the tunnel, where engineers cannot see them.
- 7.—All signalling governing the movement of trains will be done in the open air.
- 8.—Every engineer entering the tunnel from either end on a "clear" signal can be perfectly satisfied that he has a clear track ahead for more than two miles.
- 9.—The adoption of the plan calls for the expenditure of little money and only a fair amount of railroad brains.
- 10.—With the tunnel menace out of the way, employees will work with clearer heads and greater confidence.

PLAN WILL INSURE SAFETY AT ONCE.

Nine days ago on a foggy morning seventeen persons were killed in the New York Central's Park avenue tunnel.

If it is foggy to-morrow seventeen more may be killed.

Nine days have passed, and nothing has been done to make the tunnel safer, yet hundreds of thousands are using it, must use it, every day to get to their work.

The New York Central has decided on a plan, but it will take at least two and a half years to put it into effect.

The Evening World presents a plan which can be put in operation to-morrow.

What the Plan Is.

The plan is sensible, practical and inexpensive. How soon it can be put into operation depends entirely upon the officials of the New York Central Railroad and the officials of the city of New York, who have the power to compel that corporation to protect the lives and insure the comfort of its passengers. Here is the plan:

ALLOW BUT ONE TRAIN ON ANY TRACK IN THE TUNNEL AT ONE TIME.

In other words, instead of making

than that of handling the inbound traffic.

The solution of the problem of safety lies in holding a train that is to go out over track No. 3, say, in the trainshed at the Grand Central Station until word is received from the upper end of the tunnel that the track in question is clear as far as One Hundred and Tenth or One Hundred and Sixteenth street, or wherever the upper end of the block might be placed.

CANTOR FAVORS TUNNEL PLAN.

"I congratulate The Evening World upon its solution of the tunnel problem," said President of the Borough of Manhattan this morning. "It is certainly a commendable plan, inasmuch as its feasibility can be so quickly, easily and cheaply tested."

"There certainly can be no danger in the tunnel if there is but one train upon each track at a time. It is a very simple way to annihilate the awful danger in that tunnel."

Mr. Cantor pondered a moment and added:

"I should like to suggest another thing that can be done at once. The railroad can be compelled to stop burning soft coal."

"I think that the smoke I saw there that all the engines burn soft coal. That can be immediately done away with by ordering the railroad to use hard coal exclusively."

"This change in coal," continued Mr.

EARTHQUAKE KILLED 600.

City of Chilpancingo, Mex., Suffered Untold Horrors.

LAREDO, Tex., Jan. 17.—A telegram from the City of Mexico says that word has reached that city announcing that the City of Chilpancingo, in the State of Guerrero, suffered untold horrors from yesterday's earthquake shock.

Six hundred persons were killed. Many persons were injured.

MEXICO CITY, Jan. 17.—Just as Senator Almaraz, of Peru, arrived in the Pan-American Conference to reply to speeches of the Chilean delegates in the arbitration of the question of the removal of an earthquake, word came from the City of Chilpancingo, in the State of Guerrero, that the city had suffered untold horrors from yesterday's earthquake shock.

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Proposal to Avert Danger of Collision by Making Tunnel Single Block in Signal System.

The only feasible idea he had seen.

He will lay it before the Board of Health at the meeting on next Wednesday, and if the law gives him the power he will ask the New York Central officials for reasons why they should not adopt it.

"Something must be done," said Dr. Lederle, "and it must be done in a hurry. I cannot imagine that the New York Central intends to allow the present condition of the tunnel during the winter to continue. This plan of The Evening World appeals to me as the best I have heard of."

"Whether I have the power to order it put into operation I do not know. I have no voice in this matter except as a citizen. I am not a member of the Board of Health. I shall ask the advice of the Board of Health on that point."

"The alleged improvements that are being made in the tunnel now and are ordered by the old Board of Health will not relieve the oppressive conditions, save going to stop the work of removing the smoke and gas from the tunnel. People pleaded so hard to be allowed to go on with it that I yielded. It is about the cheapest thing they could do."

"In addition to the problems that confront the New York Central we have to guard against accidents from falling stones. We recently had an accident due to this cause in which rock fell directly in front of a train. Human ingenuity cannot guard against accidents of this sort."

The accident to which I have referred as well as the one in the Central's tunnel, has caused us to begin installing another safety appliance. We shall have red electric lights placed on each side of the tunnel at distances of 200 feet. These lights will be directly on a line with the eyes of the engineer in a cab. At distances of 100 feet there will be switches which will turn a current on all the lights simultaneously and will at the same time give a signal at the tower at each end of the tunnel.

"Should the watchmen who patrol the tunnel find anything wrong they will at once run all the red danger signals and would thus warn any train which might have passed into the tunnel."

ERIE PERMITS ONLY ONE TRAIN AT TIME. SENATORS LIKE TUNNEL PLAN.

(Special to The Evening World.) ALBANY, N. Y., Jan. 17.—Senator Thomas F. Donnelly said today:

"The plan of The Evening World is a good one. It would certainly insure safety in the tunnel and the company could rearrange its schedule without causing serious delays."

Senator P. F. Traylor said: "Such a plan as The Evening World suggests would solve the problem that the company is facing. I hope the railway commissioners will take it up."

Senator Victor J. Downing said: "Some such plan as that will have to be adopted immediately to prevent a recurrence of the disaster of last week. The Evening World seems to have made the right suggestion."

The Erie Railroad for several years has had the block system in effect in the North Bergen tunnel west of Jersey City.

"We will never have a rear-end collision in the tunnel," said the General Manager to-day. "No train is permitted to enter the tunnel while there is another train in it going the same direction."

"Our time card shows that during certain hours we have trains leaving the Jersey City terminal at minute and half-minute intervals. When the schedule is followed these trains pass through the tunnel without being stopped by signal at either end."

The tunnel is seven-eighths of a mile long and trains make about the usual schedule in going through it.

CASPERFELD & CLEVELAND

West Side of Street. 144 BOWERY. North Grand St. 'L' Station.
"Bowery Savings Bank Block."
PRE-INVATORY BARGAINS.

Engagement Ring, solid 14kt. gold, brilliant cut diamond, set in platinum, \$25.00	Cluster Ring, 16 carat, solid 14kt. gold, brilliant cut diamond, set in platinum, \$45.00	Diamond Ring, 14 carat, solid 14kt. gold, brilliant cut diamond, set in platinum, \$10.00
Ladies' American Watch, solid 14kt. gold, genuine diamond, set in platinum, \$15.00	Ladies' American Watch, solid 14kt. gold, genuine diamond, set in platinum, \$10.00	Ladies' American Watch, solid 14kt. gold, genuine diamond, set in platinum, \$10.00

Solid 14 and 18 karat Gold Seamless Wedding Rings sold by weight. Prices \$2.50 to \$15. Quality guaranteed. No extra charge for lettering.

Open Evenings Until 7. Saturdays Until 10.

CANDY

BLACK WALNUT BUTTER CHIPS. Another new creation, one of those candies that makes friends—good, strong ones, who will remember and watch for its reappearance.

TANGRINE BOBONS.—In the composition of this most delicious candy we use the finest California tangrines and rich sugar cream, and the result beggars description. SATURDAY ONLY.

FRIDAY AND SATURDAY.

FRUIT AND NUT BUTTER CHIPS.—A complete assortment of nut and fruit fillings—peaches, almonds, cherries, figs, dates, pineapples, etc. All positively the most delicious anywhere for 10 cents per box.

BUTTER PEANUT CANDY.—The cream of perfection. No. 1 Spanish peanuts and pure butter, imported chocolate, and sugar. We give them the same attention as our best grades.

SPECIAL MIXED CANDY.—A kaleidoscopic assortment of all the popular goods: chocolate, caramels, cream, dates, lemons, etc. All well worth 25 cents, or even more.

HONEY TOASTED POPCORN CRISPS.—The more you eat, the more you want. 10c.

ASSORTED FRUIT AND NUT CHOCOLATES.—A store of carefully selected chocolates, all of which are imported, and all of which are the same attention as our best grades.

HIGH-GRADE CHOCOLATES AND BONBONS OR ALL CHOCOLATE.—The highest grade in every respect. "Lafayette" brand. 10c.

Loft 54 BARCLAY ST. COR WEST 4TH ST. COR CHURCH ST.

Special Sale of Fine Reliable Clothing. We mark down now about 500 of our finest suits from \$12, \$15 and \$18 and offer them while they last at

6.75 PER SUIT.

All sizes are here, but scarcely two patterns are alike. For among them are many of our finest suits brought down from our wholesale department, and also untried suits made up in our merchant tailoring department. Among the suits are beautiful black tuxedos and tuxedo suits, best checked and striped, imported, checked and striped, etc. All low \$6.75.

We also mark down 800 fine winter overcoats from \$12, \$15 and \$18 and offer them at

6.75 EACH.

Many are long and loose. Some with yokes and a few with tails. Among them, too, are the sample overcoats from our wholesale department. All are made beautifully and are guaranteed to wear for years. Value includes Oxford shirt, tie, socks, and underwear. The English coat, etc. The price—\$6.75—in many instances merely pays the cost of the materials.

OPEN SATURDAY NIGHT TILL 9.

Taylor Clothing Company

Chambers St.

Balance of this season's high-grade finest Overcoats and Suits. Clearing price.

\$10 and \$15 were \$15 to \$30. All sizes.

Balance of high-grade TROUSERS. Clearing price, \$2, 3, 4 and \$5 were \$3 to \$9.

MEASLES IN FLUSHING. Four Hundred Cases of the Disease Reported Within a Week.

Four hundred cases of measles have appeared in Flushing during the last week. Many of the public schools are almost without scholars and whole streets are afflicted.

The disease is a mild form and no deaths have been reported.

Add Cream to 4 spoonfuls of Grape-Nuts and you have a delicious meal without cooking....